The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill.* GORDON & GOTCH, *Ludgate Circus*, E.C. BATES, HENDY & Co., 4, *Old Jewry*, E.C. SAMUEL DRACON & Co., 150 & 154, *Leadenhall Street.*

PARIS AND EUROPE:—LEON DE ROSNY, 19, *Rue Monsieur, Paris.*

NEW YORK:—ANDREW WIND, 188, *Nassau Street.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco.*

SINGAPORE AND STRAITS:—SAYLE & Co., *Square, Singapore.* C. HEINSZEN & Co., *Manila.*

CHINA:—*Macao*, Messrs A. A. DE MELLO & Co. *Swatow*, CAMPBELL & Co. *Amoy*, WILSON, NICHOLLS & Co. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co.

Banks.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL,.....£800,000.
RESERVE FUND,.....£190,000.
Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE
NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

WILLIAM FORREST,
Manager.

Hongkong, May 10, 1880.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....5,000,000 Dollars.
RESERVE FUND,.....1,000,000 Dollars.

COURT OF DIRECTORS.

Chairman—The Hon. W. KESWICK.
Deputy Chairman—A. McIVER, Esq.
ADOLF ANDRE, Esq. | H. DE C. FORBES, Esq.
E. R. BELLIOS, Esq. | H. HOPPIUS, Esq.
H. L. DALRYMPLE, Esq. | F. D. SASSOON, Esq.
W. S. YOUNG, Esq.

CHIEF MANAGER.
Hongkong,.....THOMAS JACKSON, Esq.
MANAGER.
Shanghai,.....EWEN CAMERON, Esq.
LONDON BANKERS.—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1880.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

CAPITAL FULLY PAID-UP,.....£3,200,000.
RESERVE FUND,..... £800,000.

HEAD OFFICE—14, RUE BERGERE, PARIS.

AGENCIES and BRANCHES at
LONDON, MARSEILLES, LYONS, NANTES, BOURBON, BOMBAY, CALCUTTA, SHANGHAI, MELBOURNE, SAN FRANCISCO, HONGKONG, HANKOW, FOOCHOW,

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,
Manager, Shanghai.
Hongkong, May 20, 1879.

Banks.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....£1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3% per Annum.
" 6 " " 4% " "
" 12 " " 5% " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

Notices of Firms.

VICTORIA FOUNDRY.

WE, the Undersigned, having purchased the Lease and Plant of the above FOUNDRY and ENGINEERING WORKS, intend carrying on BUSINESS of ENGINEERS, IRON and BRASS FOUNDERS, &c., from this Date under the Style and Title of "FENWICK, MORRISON & Co."

GEO. FENWICK.
ROBT. MORRISON.

Victoria Foundry, Wanchai,
Hongkong, June 14, 1880. se14

For Sale.

FOR SALE.

MULLER FRERES'S CELEBRATED OLD BRANDY,
in Cases of 1 dozen Qts.

Apply to
HESSE & Co.,
Sole Agents.
Hongkong, Sept. 1, 1880. 1ja81

FOR SALE.

MUNTZ PATENT YELLOW METAL SHEATHING,
all Sizes;
AND COMPOSITION NAILS,
in Lots to Suit Purchasers.

G. R. LAMMERT,
Peddar's Wharf Buildings.
Hongkong, July 28, 1880.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts.....$16 per 1 doz. Case.
Pints.....$17 per 2 doz. "

GIBB, LIVINGSTON & Co.
Hongkong, February 2, 1880.

NOW READY.
PRICE, $1.00.
"COMPARATIVE CHINESE FAMILY LAW,"
BY E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the *China Mail* Office.

Hongkong, December 6, 1879.

JAPAN SELTZER WATER
MANUFACTURED
BY
J. LLEWELLYN & Co.
from
JAPAN SPRING WATER
AT THEIR
STEAM AERATED WATER FACTORY,
Shanghai.

Agents in Hongkong:—Messrs LANE, CRAWFORD & Co.
Hongkong, July 31, 1880. 31ja81

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, $1 each.

CHINA MAIL Office.

To Let.

TO LET.

FIRST FLOOR and GROUND FLOOR of House No. 4, Praya East (known as the BLUE HOUSES); Possession on the 1st of October.

Also,

The HOUSE opposite the WANCHI PIER, Marine Lot No. 29, containing 8 ROOMS, etc., etc., with Gas and Water laid on; Immediate possession.

Apply to
MEYER & Co.
Hongkong, September 2, 1880.

TO LET.

NO. 8, HOLLYWOOD ROAD, containing EIGHT ROOMS and OUT-HOUSES.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, August 16, 1880.

COAL GODOWNS—TO LET.

BURROWS' GODOWNS, Nos. 48, 56A and 59A, PRAYA EAST; with Private WHARF.

The GODOWNS, Nos. 111, 111A and 113, WANCHI ROAD.

Apply to
SIEMSSEN & Co.
Hongkong, June 15, 1880.

For Sale.

KELLY & WALSH

HAVE just Received the following NEW & IMPORTANT BOOKS.

"La Conquete du Ton-Kin," Dupius, ...80 cts.
"La Provence Chinoise du Yün-Nan," Rocher, 2 vols., ... —
"Histoire de Relations de la Chine avec L'Annam," Deveria, ... —
Spor's "Engineers' and Contractors' Prices 1880-81," ... ...$ 2.50
"The Engineers' and Merchants' Drawing Book," compiled from the works of Le Blanc & Armengand,... —
Culleys' "Handbook of Telegraphy," 5.00
"The Revised English Bible," morocco, ... 5.50
"Sewers and Drains for Populous Districts," 3.50
Dr. Farrar's "Eternal Hope," ... 2.00
"Choke Bore Guns," Greener, ... 2.50
Ainsley's "Engineers' Guide," new edition, ... —
"Home Nursing,"... ... ... 1.00
Reed's "Engineers' Guide," new edition, ... —
"Macleod on Banking," new ed., 2.00
A large assortment of new Juvenile BOOKS, ... —
"Facts about Port," 60
"Dufton on Billiards," diagrams, 2.00
Wallace's "Malay Archipelago," 2.50
"Aids to Survey Practice,"... ... 4.00
Sleman's "Torpedo Warfare," ... —
"Travels and Trout in the Antipodes," 2.00
"The Rod Amateur's Guide," ... 1.75
Dr. Edkins' "Chinese Buddhism," 5.50
Dr. Martin's "Essays on the Intellectual Life of the Chinese," ... 2.00
New Pocket SLATES, from ... 25
New Fancy NOTE PAPERS.
PHOTOGRAPH ALBUMS for Cabinets only.
New Designs in SCRAP BOOKS, NEWSPAPER CUTTINGS, ALBUMS.
A New Stock of Dance MUSIC and SONGS.

Hongkong, August 27, 1880.

NOTICE.

MONSIEUR DEVILLE, Manufacturer of Chemical Products, 67, Faubourg St. Denis, Paris, has the honor to announce to the Public that the following Articles of the utmost utility in every household, and of which he is Inventor and Sole Manufacturer, are to be obtained in Hongkong from the undermentioned Firms.

L'ARGENTINE DEVILLE.

This celebrated liquid, which is guaranteed to be a solution of pure silver, is the only composition whereby articles of brass, copper, and all kinds of plated goods can be silvered without the aid of the electric battery.

DEVILLE'S RENOVATOR.

For restoring instantaneously all kinds of varnished and polished furniture without distinction of color, Billiard Tables, Pianos, Sewing Machines, Iron Bedsteads, Carriages, and Patent Leather, and, when used on Fixtures or Dry Goods Stores, will be found efficacious in preventing ants eating the wood and goods.

DEVILLE'S GUTTA PERCHA OIL.

For Harness, Carriage Covers, Hunting Boots, and to renew the brilliancy of Morocco leather of blue, green, black or any dark color, without altering the color, and to prevent Boots, &c., being eaten by insects and rendering the leather soft and waterproof.

On SALE by—Messrs LANE, CRAWFORD & Co., SAYLE & Co., and KRUSE & Co.

Hongkong, September 6, 1880. se13

To Let.

TO LET.

TWO HOUSES, Nos. 14 and 16, Stanley Street, lately in the occupation of the TEMPERANCE HALL.

The DWELLING HOUSES—Nos. 31 and 33, WELLINGTON STREET.

OFFICES in CLUB CHAMBERS, now in the occupation of the Hongkong and Whampoa Dock Co., with Strong ROOM attached; also other OFFICES and CHAMBERS in the same Building.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, August 14, 1880.

TO LET.

ON MARINE LOT No. 65, FIRST-CLASS GRANITE GODOWNS.

Apply to MEYER & Co.
Hongkong, July 25, 1879.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. Naval STOREKEEPER to sell by Public Auction, on

WEDNESDAY,

the 8th Sept., 1880, at Noon, at H. M. Naval Yard,—

OLD SUNDRY Condemned Naval & Victualling STORES, comprising:—

Old Iron, Paper Stuff, Hoses, Canvas Rags, Glass, Clocks, Files, Lignum Vitae, and Boats.

Chocolate, Biscuits, Tobacco, Cloth, Flannel, Serge, Blue Jean, Duck, Drill, Implements, &c., &c.

Also,

One 30-ft. CUTTER.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Government Auctioneer.
Hongkong, Sept. 6, 1880. se8

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business CONTRIBUTED during the Half-Year ended 30th June, 1880, on or before September 30th, on which Date the Accounts will be CLOSED.

By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, August 25, 1880. oc1

CHAS. J. GAUPP & Co.,
CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS,

Have been appointed Sole Agents for VOIGTLÄNDER and SOHN'S Celebrated MARINE GLASSES, OPERA GLASSES, and TELESCOPES.

Hongkong, September 4, 1880. no4

DENTAL NOTICE.

DR. ROGERS, now on a visit to SHANGHAI, will return to HONGKONG early in the Winter as usual.

Hongkong, April 1, 1880.

Intimations.

NOTICE.

THE Public are warned against receiving FIVE DOLLARS NOTES of the Hongkong & Shanghai Banking Corporation, numbered 122001 to 122500, dated 23rd May 1877, and signed by Edward Cope *pro* Manager and R. A. Nelson *pro* Accountant, these Notes having been Stolen.

For the *Hongkong & Shanghai Banking Corporation,*
T. JACKSON,
Chief Manager.
Hongkong, August 31, 1880.

DYNAMITE, FUSES, DETONATORS, &c.

FROM NOBEL'S EXPLOSIVES CO., LIMITED, GLASGOW, can be had in any Quantity on application to

THE BORNEO Co., Ld., *Agents.*
Hongkong, March 8, 1880. 8mr81

NEWS FOR HOME.

The Overland China Mail,
(The oldest Overland Paper in China.)
PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily *China Mail*, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 56 cents.) $12 per annum (postage paid $13.50.)

Orders should be sent to GEO. MURRAY BAIN, *China Mail* Office, 2, Wyndham Street, not later than noon of the day the English Mail Steamer leaves.

Terms of Advertising, same as in Daily *China Mail.*

THE WONDER OF THE WORLD.
Good News for all!
PROF. HERMAN'S
WORLD RENOWNED
VERMIN DESTROYER!
Which is known to be
Far Superior to Anything yet discovered for killing

Rats, Mice, Insects on Poultry, Ants, Bugs, Cook-roaches, Black Beetles, Fleas on Dogs, Blight and Insects on Plants, Moths in Furs, Tick or Scab on Sheep or Goats, also on Cattle, &c., &c.

This preparation has been applied with great success against the Insects that attack the Coffee Plants, and would doubtless be equally efficacious with the Tea Plants.

SOLD IN PACKETS.

At One Shilling per packet; or six Packets for Five Shillings.

The Powder is warranted free from all bad smell, and will keep in any climate. It may be spread anywhere without risk, as it is quite harmless to Cats or Dogs, as they will not eat it.

DIRECTION FOR USE ON EACH PACKET.

MANUFACTORY:—
GRAVEL LANE, Houndsditch,
CITY OF LONDON, ENGLAND.

The above discovery has gained for Professor Herman a Silver Prize Medal at the Inter-Colonial Exhibition of Victoria, Australia, of 1866, besides numerous Testimonials.

Hongkong Agents:—F. BLACKHEAD & Co. W. CRUICKSHANK, *Victoria Dispensary.*
1jne80 1w3 no.1 1jne81

Notices to Consignees.

CASTLE LINE OF STEAMERS.

FROM LONDON AND SINGAPORE.

THE S. S. *Loudoun Castle*, MARSHALL, Commander, having arrived from the above Ports, Consignees of Cargo, including Cargo per steamer *Trinacria*, from NEW YORK, are hereby informed that all Goods—with the exception of Opium—are being landed, at their risk, into the Godowns of the Undersigned at Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 5 p.m. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 10th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.
Hongkong, September 3, 1880. se10

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Suez* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.
Hongkong, September 1, 1880 se8

STEAMSHIP "*ARRATOON APCAR,*" FROM CALCUTTA, PENANG AND SINGAPORE.

THE above Steamer having arrived Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 3rd Instant, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed that any Claims must be made immediately, as none will be entertained after the 10th Instant.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, September 1, 1880. se8

AMERICAN SHIP "*CORA,*" FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Consignees are also informed that before delivery can be obtained, they will be required to sign the Average Bond.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, August 20, 1880.

NOTICE.

F N (in dia.) F } 2001/2500, 500 Boxes WINDOW GLASS.
G N (in dia.) G } 2501/3000, 500 Boxes WINDOW GLASS.

Shipped by STEINMANN & LUDWIG.

CONSIGNEES of the above-named Cargo ex *Cora* are hereby informed that their Goods have been landed and stored, and are now lying at their risk and expense, uninsured against Fire, in the Godowns of the Undersigned.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, August 24, 1880.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Euphrates*, Capt. MITCHELL, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Steamer will be at once landed and stored at their risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented before the 11th Instant, or they will not be recognized.

RUSSELL & Co.,
Agents.
Hongkong, September 4, 1880. se11

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

EX *Ocus.*

M N } 4560/61, Mr Paul Mignard, 2 casks
EDC } Cognac, from Marseilles.

Ex *Peiho.*

J (in diamond), No. 8, 18/14, Order, 2 cases Flannel, &c., from London.
QT (in diamond), 41/42, Order, 2 cases Perfumes, &c., from London.
HS 1891/95, Order, 5 cases Colours, from Marseilles.
HS 1870/74, Order, 5 cases Colours, from Marseilles.
HS 1864/65, Order, 2 cases Colours, from Marseilles.

G. DE CHAMPEAUX,
Agent.
Hongkong, September 6, 1880.

Notices to Consignees.

NOTICE.

PACIFIC MAIL STEAMSHIP Co.

CONSIGNEES of Cargo by the Company's Steamer *CITY OF PEKING*, are hereby notified that their Goods are being landed and stored in the Company's Godowns, from whence delivery may be obtained.

No Fire Insurance has been effected.

RUSSELL & Co.,
Agents.
Hongkong, September 1, 1880.

NOTICE TO CONSIGNEES.

AMERICAN SHIP "*SAN JOAQUIN,*" FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, August 9, 1880

Shipping.

Steamers.

FOR YOKOHAMA.

The Steamship "*Euphrates,*" Capt. MITCHELL, shortly due, will have immediate despatch for the above Port.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, September 1, 1880.

FOR PORT DARWIN (DIRECT).

The Steamship "*Cassandra,*" LANGER, Commander, will load here for the above Port, and will have Immediate despatch.

For Freight or Passage, apply to
VOGEL & Co,
Agents.
Hongkong, August 30, 1880.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship "*Deucalion,*" Capt. THOS. PURDY, will be despatched on or about the 10th Proximo.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 25, 1880.

FOR SHANGHAI.

The Steamship "*Thornhill,*" WALKER, Commander, shortly due from NAGASAKI, will be despatched for the above Port, on the 10th Proximo.

For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, August 28, 1880.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "*Suez,*" Captain J. D. EATON, will be despatched for the above Ports on SATURDAY, the 11th Inst., at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, September 3, 1880. se11

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "*Arratoon Apcar,*" Capt. A. B. MACTAVISH, will be despatched for the above Ports on SATURDAY, the 11th Inst., at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, September 3, 1880. se11

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.
(Taking Cargo & Passengers at through rates for CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship "*Telemachus,*" Captain HY. JONES, will be despatched on or about the 11th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, September 2, 1880.

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA (DIRECT.)

The Co.'s Steamship "*Stentor,*" Capt. J. KIRKPATRICK, will be despatched on or about the 13th Instant.

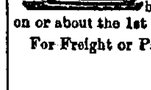
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, September 4, 1880.

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

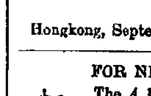


The Co.'s Steamship "*Volga,*" Commandant GUIRAND, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX,
Agent.
Hongkong, September 6, 1880.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

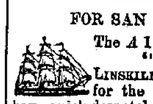


The Co.'s Steamship "*Iraouaddy,*" Commandant MACE, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.
Hongkong, September 6, 1880.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.



The Co.'s Steamship "*Laertes,*" Capt. R. F. SCALE, will be despatched on or about the 21st September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 30, 1880.

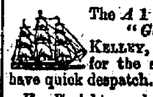
FOR WLADIVOSTOCK.

The Steamer "*Pernambuco,*" Captain WM. HYDE, will be despatched as above on or about the 1st Proximo.

For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
Hongkong, September 4, 1880. oc1

Sailing Vessels.

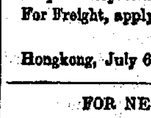
FOR SAN FRANCISCO.



The *A* 1 American Ship "*South American,*" KNOWLES, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, September 2, 1880.

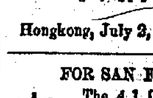
FOR NEW YORK.



The *A* 1 American Ship "*Alice Buck,*" HARRIMAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, August 30, 1880.

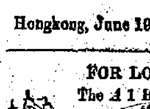
FOR SAN FRANCISCO.



The *A* 1 British Ship "*Prince Amadeo,*" LINSKILL, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, August 12, 1880.

FOR NEW YORK.



The *A* 1 American Ship "*Rosie Welt,*" WELT, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, August 12, 1880.

FOR NEW YORK.

The *A* 1 American Bark "*General Fairchild,*" KELLEY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, July 6, 1880.

FOR NEW YORK.

The *A* 1 American Ship "*Raphael,*" SHERMAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, July 2, 1880.

FOR SAN FRANCISCO.

The *A* 1 British Ship "*Clarmont,*" Captain BEADLE, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, June 19, 1880.

FOR LONDON.

The *A* 1 British Ship "*Clydesdale,*" HATFIELD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, May 19, 1880.

For Sale.

MacEWEN, FRICKEL & Co.

HAVE JUST RECEIVED
FOR THE SPORTING SEASON
FOWLING PIECES.
An Invoice of
Messrs P. WEBLEYS' 12-bore BREECH LOADING CENTRAL FIRE GUNS.
Messrs WARD & SONS' 12-bore CENTRAL FIRE BREECH LOADING HAMMERLESS AND SELF-COCKING GUNS.
GREEN CARTRIDGE CASES.
HARD AND SOFT WADS.

THE following Additional STOCK of BOOKS,
— For Sale —
USEFUL, INTERESTING & AMUSING.

"Reading in English Literature."
"Principles of Elocution."
"History of English Language and Literature."
"Biography Exemplary."
"English Grammar and Composition."
DRAWING BOOKS.
COPY BOOKS.
PRIMER ATLAS.
SCHOOL ATLAS.
"Physical Geography."
"Leading Events in English History."
"Historical Questions and Answers."
"Algebra Theoretical and Practical," with Key.
"Algebra Exercises and Problems."
"Explicit Euclid and Key."
"Inorganic Chemistry."
"Practical Chemistry."
"Electricity," by Dr. Ferguson.
"Vegetable Physiology."
"Animal Physiology."
"Elementary Mechanics."
"Sound."
"Sketches of Animal Life."
"Book of Days," 2 Vols.
"Analogy of Religion."
Chambers' "Information for the People."
Chambers' "Miscellany," 10 Vols.
Chambers' "Papers for the People," 6 Vols.
"Readers' Book of Allusions."
Balzac's "The Comedie Humaine."
"Our English Summers."
"As Pretty as Severe."
"Beautiful Pictures," 2 Vols.
Blake's "Etchings."
"Observations on Popular Antiquities."
"Harter's Select Works."
Colman's "Humorous Works."
Fairholt's "Tobacco."
"German Popular Stories."
"Golden Treasury of Thought."
"The House of Life."
Jenning's "Rosicrucians."
Lamb's "Complete Works."
Longfellow's "Poetical Works."
"Practical Notes on Wine."
"Evolution of Human Race."
"The Lady's Guide."
"The Indian Meal Book."
"Manual of Practical Anatomy."
"Observation on Treatment of Cholera."
"Domestic Medicine."
"Domestic Management."
"The Metals used in Construction."
Shakespeare's "Complete Works."
"English Spelling and Spelling Rules."
"English Inflected Words."
Gulliver's "Travels."
Burns' "Complete Works."
"Punctuation."
"Things a Lady would like to Know."
"Caledonia."
Josephus' "Complete Works."
Byron's "Complete Works."
"Nature Pictures."
"Other Men's Minds."
"The Modern Playmate."
"Home Book for Young Ladies."
Townsend's "Manual of Dates."
"Flora Symbolica."
"Humorous Sketches."
Aunt Louisa's "Birthday Book."
Aunt Louisa's "Favorite Toy Book."
Aunt Louisa's "Keepsake."
Aunt Louisa's "London Picture Book."
"Zoological Gardens."
"Choice Present."
Lear's "Book of Nonsense."
"Army and Navy Drolleries."
"Old Pictures in New Frames."
Grimm's "Tales and Stories."
"The Broad Broad Ocean."
Andersen's "Fairy Tales."
"Treasury of the Earth."
Pepys' "Diary and Correspondence."
"Abbeys, Castles, and Halls of England."
"Magician's Own Book."
Sheridan's "Complete Works."
Johnson's "Lives of the Poets."
"Book of Authors."
Evelyn's "Diary and Correspondence."
"A Century of Anecdotes."
Pope's Homer's "Iliad and Odyssey."
"Koran."
Carpenter's "Popular Elocution."
"Best of Everything."
"Manners and Tone of Good Society."
"Society Small Talk."
"How We are Governed."
"Illustrated Birthday Motto Book."
"Half Hours," 2 Vols.
"Half Hours of English History."
Warne's "Model Crockery."
"The Modern Householder."
"Home Doctoring."
"Domestic Medicine and Surgery."
"The Chandos Classics."
"The Companion Library."
"Notable Novels."
Twain's "Choice Works."
"The Art of Amusing."
"The Merry Circle."
"Magic no Mystery."
"Hanky Panky."
"Secret Out."
Westropp's "Book of Pottery."
Baker's "Clouds in the East."
"Architectural Styles."
"History of Advertising."
"Birthday Gift Books."
"Partisan Life with Mosby."
Williams' "Middle Kingdom."
Haswell's "Engineer's Pocket Book."
Rush's "Philosophy of the Human Voice."
Cowan's "Curious Facts of Insects."
"Franklin Square" Library.
Harpers' "Half-hour" Series.
"Seaside" Library.
"Notable Novels."
Tauchnitz's "Novels and Dictionaries."
&c., &c., &c.

Hongkong, September 2, 1880.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 9th September, at 1 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Freight will be received on board until 2 p.m., the 8th September. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., *Agents.*

Hongkong, August 28, 1880. se9

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO,

PONDICHERRY, MADRAS, CALCUTTA AND ALL INDIAN PORTS.

ON MONDAY, the 13th day of September, 1880, at Noon, the Company's S. S. *ANADYR*, Commandant DIDIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 12th September, 1880. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 31, 1880. se13

MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA *VIA* KOBE AND INLAND SEA.

THE S S *NIIGATA MARU*, Captain WALKER, due here on or about the 13th Instant, will be despatched as above on SATURDAY, the 18th September, at Daylight.

Cargo received on board and Parcels at the Office up to 6 p.m. of 17th September.

No Bill of Lading signed under $2 Freight.

All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

To Kobe .....Cabin $60. Steerage $15
" YOKOHAMA & NAGASAKI... Do. $75. Do. 20.

A REDUCTION is made on RETURN CABIN PASSAGES.

CARGO and PASSENGERS for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobé.

For further Particulars, apply at the Company's OFFICES, No. 50A, QUEEN'S ROAD CENTRAL.

Hongkong, September 4, 1880. se18

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. *GAELIC* will be despatched for San Francisco via Yokohama, on FRIDAY, the 24th Instant, 1880, at 3 p.m., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 23rd September. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

CHAS. H. HASWELL, JR.,
Agent.

Hongkong, September 6, 1880. se24

Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of *His Majesty King George The First, A. D. 1720.*

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20 % allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)

CAPITAL,—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000 ,,
Reserve Fund upwards of £ 120,000 ,,
Annual Income £ 250,000 ,,

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000
PERMANENT RESERVE.....Tls. 230,000
SPECIAL RESERVE FUND.....Tls. 263,268

TOTAL CAPITAL and ACCUMULATIONS, 8th April, 1880.....Tls. 913,268

Directors.

F. B. FORBES, Esq., *Chairman.*
W. M. BOYD, Esq. | WM. MEYERINK, Esq.
J. H. PINCKYOSS, Esq. | F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.

Messrs RUSSELL & Co., *Secretaries.*

LONDON BRANCH.

Messrs BARING BROTHERS & Co., *Bankers.*

RICHARD BLACKWELL, Esq., *Agent,* 68 and 69, Cornhill.

POLICIES granted on Marine Risks to all parts of the World.

Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the Premia paid by them.

RUSSELL & Co.,
Agents.

Hongkong, May 11, 1880. 1oc80

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against *Fire* to the extent to $45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premia.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

Insurances.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE, HONGKONG.

Position of the Company at the close of the last financial year, the 30th April, 1880.

CAPITAL SUBSCRIBED.....$1,000,000.00
CAPITAL PAID-UP.....$ 800,000.00
RESERVE FUND.....$ 425,000.00
BALANCE UNDIVIDED.....$ 70,278.43
DIVIDEND PAID TO SHAREHOLDERS.....20 % per Annum.
DIVIDEND PAID TO ALL CONTRIBUTORS OF BUSINESS, 25 % on the amount of their Contributions.

THE Company grants Policies on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are PAYABLE TO ALL CONTRIBUTORS OF BUSINESS WHETHER THEY ARE SHAREHOLDERS OR NOT.

B. GOLDSMITH,
Acting Secretary.

Hongkong, August 13, 1880.

LONDON & STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED,
HITHERTO CALLED THE
STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.

CAPITAL,—TWO MILLIONS STERLING.

THE Undersigned are prepared to issue POLICIES covering FIRE RISKS at Current Rates.

ADAMSON, BELL & Co.,
Agents.

Hongkong, August 26, 1880.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

GENERAL FAIRCHILD, American barque, Capt. David Kelly.—Melchers & Co.

ROSIE WELT, American ship, Capt. O. C. Welt.—Arnhold, Karberg & Co.

JOHN M. CLERK, American barque, Capt. B. W. Conant.—Douglas Lapraik & Co.

SAN JOAQUIN, American ship, Capt. J. B. Brinkwater.—Arnhold, Karberg & Co.

KEPLER, German barque, Capt. Hazenburg.—Siemssen & Co.

METEOR, German barque, Captain T. Horstmann.—Melchers & Co.

CHINA, German 3-m. schooner, Captain Boyein.—Arnhold, Karberg & Co.

CABARFEIDTH, British barque, Captain John McKenzie.—Melchers & Co.

HANNAH W. DUDLEY, American barque, Capt. D. W. Dudley.—Adamson, Bell & Co.

CHARLES TOWNSEND HOOK, British str., Capt. Bradley.—Eduard Schellhass & Co.

CEYLON, American barque, Captain Hayden.—Russell & Co.

HANSA, German barque, Captain L. O. Deneken.—Wieler & Co.

To-day's Advertisements.

FOR AMOY.

The Steamship
"*Esmeralda*,"
Captain TALBOT, will be despatched for the above Port TO-MORROW, the 8th Instant, at 10 a.m.

For Freight or Passage, apply to
RUSSELL & Co.

Hongkong, September 7, 1880. se8

FOR MANILA.

The Spanish Steamer
"*Emuy*,"
Captain BLANCO, will be despatched for the above Port TO-MORROW, the 8th Inst., at 5 p.m.

For Freight or Passage, apply to
REMEDIOS & Co.

Hongkong, September 7, 1880. se8

FOR SWATOW, AMOY & TAIWANFOO.

The Steamship
"*Albay*,"
Capt. F. ASHTON, will be despatched for the above Ports on THURSDAY, the 9th Inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

Hongkong, September 7, 1880. se9

FOR SWATOW, AMOY & FOOCHOW.

The Steamship
"*Douglas*,"
Capt. S. ASHTON, will be despatched for the above Ports on SUNDAY, the 12th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

Hongkong, September 7, 1880. se12

CRICKET.

THE Annual General MEETING of the HONGKONG CRICKET CLUB will be Held at the HONGKONG CLUB on TUESDAY Next, the 14th Instant, at 6 p.m.

GENTLEMEN wishing to join the Cricket Club, are requested to communicate with the Hon. Sec.

WILLIAM HYNES,
Hon. Sec., H.K. C. C.

Hongkong, September 7, 1880.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, on

THURSDAY,

the 9th Sept., 1880, at 1 p.m., precisely, at his Sales Rooms, Queen's Road,—

SUNDRY JEWELLERY, &c.,

comprising:—

One Lady's Gold Watch and Chain.
Two Gentlemen's do. do.
One Chronometer Watch.
Gold Locket, Chain, Ear-rings, Broaches, Diamond and Emerald Rings, Crosses, Pencil Case, Bangles, Bracelets, Studs, Charms, Trinkets, &c.

And, SUNDRY OTHER GOODS.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, Sept. 7, 1880. se9

To-day's Advertisements.

PUBLIC AUCTION.

ELEGANT ENGLISH AND AMERICAN-MADE HOUSEHOLD FURNITURE, OILS PAINTING, ENGRAVINGS, OLEOGRAPHS, GLASSWARE, PLATED WARE, PIANO, &c., &c., &c.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the 18th September, 1880, at 2 p.m., at No. 9, Gage Street,—

The whole of the ELEGANT ENGLISH and AMERICAN-MADE HOUSEHOLD FURNITURE, &c., comprising:—

American-made Solid Walnut Velvet-covered Drawing-room Suite.

English-made Walnut Rep-covered Drawing-room Suite, Marble-top Centre Tables, Walnut Card Tables, Chimney Glasses, Statuettes, Oil Paintings, Engravings, Oleographs, Vases, Ornaments, Brussels Carpets and Hearth Rugs.

English-made Oak Dining-room Furniture, comprising:—Telescope Dining Table, Sideboard with Glass, Morocco-covered Couch and Chairs.

English-made Walnut Cheffonier with Glass.

Dinner, Dessert and Tea Sets, Cutlery, Grass and Plated Ware.

American-made Walnut Double Bedsteads, Lady's Wardrobes, English-made Walnut Bureau with Glass and Davenport.

Blue and Green Rep-covered Bedroom Suites.

A Cottage Piano, by Collard and Collard.

Two Handsome Musical Boxes.

&c., &c., &c.

Catalogues will be issued, and the whole to be on view on and after *Friday*, the 17th Instant.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, Sept. 7, 1880. se18

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *KHIVA*, Captain ALDERTON, will leave this on SATURDAY, the 18th Instant, at 4 p.m.

For further Particulars, apply to

A. McIVER, *Superintendent.*

Hongkong, September 7, 1880. se18

SHIPPING.

ARRIVALS.

Sept. 7, *China*, German steamer, 648, Ackermann, Shanghai Sept. 3, General.—SIEMSSEN & Co.

Sept. 7, *Esmeralda*, British steamer, 395, R. Talbot, Manila Sept. 4, General.—RUSSELL & Co.

Sept. 7, *Amoy*, British steamer, from Canton.

Sept. 7, *Flintshire*, British steamer, 1236, Morgan, Shanghai Sept. 3, Tea for London.—ADAMSON, BELL & Co.

Sept. 7, *Kin Hay Tye*, Siamese barque, 316, W. H. H. Reynols, Bangkok Aug. 11, Rice.—CAPTAIN.

DEPARTURES.

Sept. 7, *Woodville*, for Chefoo.
7, *Euphrates*, for Yokohama.
7, *Danube*, for Bangkok.
7, *Kwangtung*, for Coast Ports.
7, *China*, for Canton.

CLEARED.

Fokien, for Amoy, &c.
Esmeralda, for Amoy.
Amoy, for Ningpo and Shanghai.
Sumatra, for Whampoa.

PASSENGERS.

ARRIVED.

Per *Esmeralda*, from Manila, Captain of the S. S. *Zamboanga*, Messrs Wright and Guy, 26 Chinese (crew of *Zamboanga*), and 30 Chinese.

Per *Flintshire*, from Shanghai, Mr and Mrs Seina, family and servant.

Per *China*, from Shanghai, 12 Chinese.

DEPARTED.

Per *Danube*, for Bangkok, 194 Chinese.

Per *Kwangtung*, for Coast Ports, 280 Chinese.

TO DEPART.

Per *Fokien*, for Amoy, &c., 180 Chinese.
Per *Esmeralda*, for Amoy, 40 Chinese.
Per *Amoy*, for Ningpo and Shanghai, 22 Chinese.

SHIPPING REPORTS.

The German steamer *China* reports: Left Woosung on the 3rd inst. at 5 a.m.; arrived at Hongkong on the 7th at 4 a.m.; had fine weather and light variable winds all the passage.

The British steamer *Esmeralda* reports: Light variable winds and fine weather throughout.

The British steamer *Flintshire* reports: Light N.E. winds and fine weather to Turnabout, thence to port light airs and fine weather.

POST OFFICE NOTICES.

MAILS will close:—

For NINGPO & SHANGHAI.—
Per *Amoy*, at 8.30 a.m. To-morrow, the 8th inst.

For AMOY.—
Per *Esmeralda*, at 9.30 a.m. To-morrow, the 8th inst.

For FOOCHOW.—
Per *Alice Mary*, at 11.30 a.m. To-morrow, the 8th inst.

POST OFFICE NOTICES.

MAILS will close:—

For SAIGON.—
Per *Tunis*, at 11.30 a.m. To-morrow, the 8th inst., instead of as previously notified.

For STRAITS SETTLEMENTS AND LONDON.—
Per *Flintshire*, at 11.30 a.m. To-morrow, the 8th inst.

For MANILA.—
Per *Emuy*, at 4.30 p.m. To-morrow, the 8th inst.

For SWATOW, AMOY, & TAIWANFOO.—
Per *Albay*, at 5 p.m. To-morrow, the 8th inst.

For NAGASAKI AND YOKOHAMA.—
Per *Malacca*, at 3.30 p.m., on Friday, the 10th inst., instead of as previously notified.

For STRAITS SETTLEMENTS, AND CALCUTTA.—
Per *Suez* and *Arratoon Apcar*, at 2.30 p.m., on Saturday, the 11th inst.

For SWATOW, AMOY, & FOOCHOW.—
Per *Douglas*, at 5 p.m., on Saturday, the 11th inst.

For BANGKOK.—
Per *Consolation*, at 5 p.m., on Monday, the 13th inst.

For JAPAN *via* KOBE.—
Per *Niigata Maru*, at 5 p.m., on Friday, the 17th inst.

MEMOS. FOR TO-MORROW.

Shipping.

10 a.m.—*Esmeralda* leaves for Amoy.
5 p.m.—*Emuy* leaves for Manila.

Auction.

Noon.—Auction of Sundries at Naval Yard.

General Memoranda.

THURSDAY, September 9:—
Daylight—*Albay* leaves for Swatow, &c.
1 p.m.—American Mail leaves for Yokohama and San Francisco.
1 p.m.—Auction of Jewellery, at Mr J. M. Armstrong's Sales Rooms.

FRIDAY, September 10:—
Thornhill leaves for Shanghai.
Goods per *Loudoun Castle* undelivered after this date subject to rent.

SATURDAY, September 11:—
Noon.—Auction of piece or parcel Ground at Mr J. M. Armstrong's Sales Rooms.
3 p.m.—*Suez* and *Arratoon Apcar* leave for Singapore, &c.

SUNDAY, September 12:—
Daylight.—*Douglas* leaves for Coast Ports.

MONDAY, September 13:—
Noon.—French Mail leaves for Ports of Call and Europe.

TUESDAY, September 14:—
6 p.m.—Meeting of Cricket Club.

SATURDAY, September 18:—
Daylight.—Mitsu Bishi Mail leaves for Yokohama, &c.
2 p.m.—Auction of Household Furniture, &c., at No. 9, Gage Street (by Mr J. M. Armstrong).
4 p.m.—English Mail leaves for Ports of Call and Europe.

FRIDAY, September 24:—
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

THE
HONGKONG DISPENSARY,
Established A.D. 1841.
香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS
OF
DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.
MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

☞ *The Manufactory is under direct and continuous European Supervision.*

Hongkong, June 1, 1876.

PASSENGERS arriving in Hongkong, or any other persons who may desire to consult the files of local, China, Japan, American, English, Indian or Australian newspapers, are invited to call at the "CHINA MAIL" Office, where over sixty newspapers, dailies and weeklies, from these countries, are now filed for reference.

☞ *The publication of this issue commenced at 7.35 p.m.*

The China Mail.

HONGKONG, TUESDAY, SEPT. 7, 1880.

CHINESE NOTES.

It will be noticed in a recent *Peking Gazette* that the Kwang Tung General 楊玉科 of Yun Nan celebrity, (where according to Captain Gill he was known as "the monkey") in addressing the Emperor makes use of the term 奴才. We find that it is common for Chinese Generals and Brigadiers so to do although they may not have entered the Banner organization: otherwise with high civilians.

The 驗看月官 are high officers appointed monthly to examine the lists of 候選官, and the 驗放大臣 are high officers subsequently appointed to allot appointments according to qualifications to such officers. Selections are made once monthly for executive, (京外), and once for educational, (教職), appointments.

The Office of the Director General of Transport is at 清江浦 in Shan-yang District, Kiang Su.

In a recent *Peking Gazette* it will be noticed that five of the Boards are mentioned in the following order: Office, Revenue, Ceremony, War, and Works. In Chinese composition everything has a reason, and this is just where an experienced Chinese writer differs from a tyro—in knowing how to do and say what. The reason why the Boards take this precedence is because in ancient times the corresponding bureaus were the offices of the 天官, 地春, 夏秋 and 冬官. The secret of such things lies with practised 師爺, and this is why the compositions of foreign officials are usually "dog-Chinese."

It appears that, in both civil and military examinations, what we have elsewhere called the "bouts" are as follows: the 1st is the 正場; the 2nd the 初覆; the 3rd the 再覆; the 4th the 三覆 and so on. In civil examinations weeding out does not commence until the result of the 再覆 is published. In military examinations the first 10 of the round-robin list are called the 中靶, and the others are divided into other 靶 examined by deputies of the (for instance) Prefect, who himself examines the "middle target lot."

There is another point to be mentioned in connection with the *siutsai* examinations. Besides the number allotted to each District, the Chancellor selects four or five 遺珠, "rejected jewels," or 佾生. If any of the new 秀才 fail to pass their 覆 re-examination, a rejected jewel takes his place, 頂, and undergoes re-examination. If he passes, he hears nothing more; if not, he is posted, and another jewel called for. In Canton, however, during the last 10 years, the Chancellors, instead of selecting a few "jewels," have chosen as many as 40 to compete for 20 vacancies. These 40 are given a 中對 or 二比; or a 一段 or 起講; or a 小講 to compose in the presence of the Chancellor, to see if the handwriting corresponds with the first essay. If so, then the round-robin, (團辛), of number-names, (坐號), is issued, and the *legal* re-examination, (覆試), is held the next day.

All the Manchus under the 牛彔 of the 勦舊佐領 are his bondsmen, (家奴). When an officer attains the Second rank, however, he becomes free, (良人), with reference to his former *niulu*. The 世爵 and the 世管 *tsolings* appear to be of equal rank; the former is not mentioned by Mayers, (Chinese Government, p. 53).

There seems to be some doubt as to whether the 主考 should be considered a 欽差 or not. On his lamps are printed the words 欽差典試, but this would hardly give him the standing of a Special Commissioner.

There is some sort of a small animal in Tientsin called the *ts'ang s'hu*, (?鼠), or 大眼賊兒 the last words pronounced *tsz 'rh* or *tsirh*. It seems to be a sort of grain rat or mole.

A few weeks ago Chinese will have been observed to form certain paper articles. In Canton this is vulgarly called 燒衣, and the popular explanation is that as the cold weather is approaching, (交秋), clothes will be wanted for drowned persons. At the 清明 festival in spring, summer clothing is similarly burnt for the use of ancestors. In Eitel's Buddhism the Buddhist *Ulamba* or "hanging by the heels" to stated to have been engrafted on the ancestral worship of China about A.D. 733. The whole pack of priests are said to be necessary to relieve the ancestor from this (figuratively) uncomfutable position. Hence the term 盂蘭勝會. In Canton the festival is also known as the 萬人緣 or "All Soul's Season;" and again as the 打醮 which latter is probably the name for the indigenous ceremony. The principle is 追念事死如死生. The 打醮 however usually takes place later on in Canton, when the streets are festooned with lamps, and gorgeous images. The festival is often erroneously called 孟 instead of 盂蘭 owing to the similarity between the two first characters.

LOCAL AND GENERAL.

The next AMERICAN MAIL may be expected here on or about the 14th inst., by the O. & O. steamer *Gaelic*, which left San Francisco on the 17th August.

THE Canadian Blondin is making arrangements to visit Hongkong, where, no doubt, he would create a sensation amongst the Chinese especially.

WE are informed that the donation of £1,000, forwarded to the city of Cork out of the Chinese subscription to the Irish Relief Fund, was acknowledged most handsomely by the Mayor of that ancient city in a letter addressed to the Secretary of the Famine Fund in this Colony. The worthy Chief Magistrate of Cork could not, therefore, have fallen into the same blunder as the Cork newspaper, and supposed that Sir John Pope Hennessy was a donor to the extent alleged. Somebody has evidently hoaxed the Irish Editor, and that gentleman ought to be cautioned as to the large number of Irish "boys" in Hongkong who indulge in such pleasantry.

For some apparently unaccountable reason the vicinity of Aberdeen village has been fatal to many of our Police Force; and notwithstanding that some pains have been taken to provide good accommodation for the Police stationed there, the unhealthiness of the place has but too frequently been forced upon the authorities. It is now, we learn, the intention of the Goverment to build a new Police Station on the little island of Ap-le-chow, which forms the southern side of the Harbour. If proper care be taken to secure the most favourable sanitary conditions of the new site, it is hoped that great improvement will result from this change.

We ought to have earlier congratulated the Government upon the resolution, at last, to provide some decent-looking landing-places on the Praya. That dilapidated and dangerous heap of rubble which has so long graced the former site of Pustau's Wharf is now being dealt with; and the landing-place that should have been erected there has now been commenced. This is as it should be, and the maxim "Better late than never" must be taken to apply. We are also informed that ring-bolts are to be fixed in the Praya Wall, for the convenience of boats lying alongside. If this be so, there will then be some prospect of the Sea-wall existing longer than it otherwise would, as the boat-people will not then have any excuse for picking it to pieces with pegs on which to hang their mooring lines.

A case came before Mr Justice Snowden this morning, in which a chair-coolie sued for wages, for the month of August, from Mr A. B. Johnson. The defence to the suit, was that the coolie had disobeyed the orders of his master, when told to go down from the Peak to get a chair from Mr Johnson's house in town. In giving judgment for the defendant, the learned Judge wisely remarked that now-a-days it was a difficult matter to get chair-coolies to do even ordinary work, as compared to former years; the chair-coolies in question appeared to have had very light work; and His Honour considered they had acted unwisely in forfeiting their places, and recommended them to tell their fellow-coolies that they could not disobey their master's orders in refusing the work which they are naturally and fairly expected to do.

Everybody in Hongkong will be glad to hear that the French Mail which leaves on Monday next is the last, probably for ever and certainly for this year, of the Monday departures,—that intolerable nuisance entailing on those who are sufficiently hard worked already and have in all conscience little enough time for relaxation, the sacrifice of the so-called Saturday half-holiday, and seriously encroaching also on the Day of Rest. The next English Mail will be made up on Saturday, the 18th inst., to go by the P. & O. steamer *Khiva*. The M. M. steamer will leave on the following Saturday, the 25th inst. Thereafter till the end of the year, the mail day for both the English and French services will be Wednesday, in every way a more convenient time of the week. This arrangement begins with the *Lombardy*, which leaves on the 6th October. Of much greater importance to residents here is the information which is just to hand to the effect that the Post Office authorities at Home are desirous of acceding to such an arrangement of the mails, for next year and the future generally, as shall preclude the possibility of mail-day in Hongkong falling again on a Monday. The whole matter lies in the hands of the Post Office, and we may therefore, if the co-operation of those in power is secured, confidently look forward to a fulfilment of our wishes in this important matter.

Heede & Co.'s Weekly Shipping Report, Pagoda Anchorage, 28th August:—

Arrivals During the Week.—Aug. 21, Namon, from Hongkong; 23, Swatow, from Amoy; 24, Hae San, from Shanghai; 24, Sarpedon, from Shanghai; 24, Norfolk, from Shanghai; 25, Kwang Tung, from Hongkong; 26, Europe, from Shanghai; 26, Janet, from Hongkong; 27, Bellona, from Hongkong.

Departures During the Week.—Aug. 22, Rachel, for Adelaide; 22, Minatitlan, for Tientsin; 23, Alexa, for New Zealand; 24, Wandering Minstrel, for Cape Town; 24, Louise, for Melbourne; 24, Namoa, for Hongkong; 25, Swatow, for Tientsin; 26, Sarpedon, for London; 27, Kwang Tung, for Hongkong; 27, Hae San, for Shanghai.

Shipping in Port.—Sheldrake, Gustav and Marie, Leader, Norfolk, Europe, Janet, Bellona.

The Rev. J. Hector, speaking in Calcutta, the othe day, of the progress of Protestant Missions generally, pointed out that the number of Native Christians in India, Ceylon, and Burmah had risen in the past 50 years, from 27,000 to 500,000. In India proper there were now at least 400,000, a number almost equal to the population of Calcutta; and it was increasing with every decade at the rate of over 50 per cent.

We gave the other day the *Pall Mall Gazette's* remarks on the Shanghai Mixed Court—a subject which has been occupying the attention of the Press and the public, the House of Commons, and other bodies at Home. This is what the *Globe* says:—

We have received a copy of a circular which it is intended to issue on the subject of judicial punishments in China, as administered at the present time by the "Mixed Courts" at Shanghai. The writer has much experience of the practice now subsisting in China with regard to judicial cases, and especially to criminal offences; and he points out the barbarity of the style in which the penal code is interpreted by the mandarins and their European Assessors. The most objectionable of all the penalties imposed is, perhaps, that of long imprisonment, for the state of the Chinese prisons appears to be such as to endanger the life of any person confined in them. This, however, is not a subject which could so easily be made the subject of remonstrance as the punishments, which are in their very nature cruel and capable of being included under the category of tortures. Among the latter are the cangue, or huge wooden collar, which criminals are often condemned to wear for several weeks, and whipping, or rather beating, which is prescribed freely for comparatively trifling offences. In order to extort confession culprits are struck repeatedly on the mouth and face, and after they are convicted they are constantly doomed to receive as many as two or three hundred and occasionally even four hundred strocks. The blows are given, not with a cat, but with a bamboo, which, in the writer's opinion, is a much more formidable weapon, as it tears and mutilates the flesh. It is suggested that in these Mixed Courts, where European Consular officials sit side by side with the Mandarin, it would be better to adopt a penal code in accordance with civilized usage, rather than to assimilate the proceedings and sentences to those prevailing in China. With the doings of a purely native Court we have of course, no right, and should have no power, to interfere. But the Mixed tribunals stands on quite another footing, and it does certainly seem advisable that a reformed practice should be introduced, so as to free this country from the appearance of countenancing an odious judicial system.

The departure of the French mail yesterday (20th) and the United States mail to-day, together with the arrival of the *City of Peking* at an early hour this morning, must, says the *Japan Gazette*, have pressed the postal officials to the fullest extent of their powers. Curiosity led us to inquire how the work was done, for since the English and French post offices have been discontinued, the whole of the foreign mail work has devolved upon the reduced staff of the Japanese general post office. We were courteously informed that a pressure of work, as in this instance, necessitates the almost continuous attendance of the officials; pushing our inquiries further, we found that the postal staff assembled at 5 a.m. on Thursday for the expected receipt and delivery of the mails from Shanghai and the coast ports. The steamer was, however, delayed, and did not arrive at the customary hour, but the staff was kept in waiting. From that hour to 9 a.m. to-day, the post office has been in full work. Thursday was devoted to the outgoing French mail, with a respite from about midnight to 5 a.m. on Friday, when the mails had to be closed in time for the steamer's departure at 9 a.m. Friday was, of course, American mail day, and a busy one, and at midnight there was a recess for two hours, work being resumed at 2 a.m. for the delivery of a heavy inward mail per *City of Peking*, which, with less energetic officials, would have been postponed until after the departure of the outgoing steamer. This work concluded, the outward mails which closed at 8 a.m. to-day were completed, and at about 9 o'clock the office *resumed its ordinary course of business!* 5 a.m. on Thursday to 9 a.m. to-day, is a period of 52 hours, 45 of which were devoted to incessant work and only 7 to rest and such refreshment as could be snatched at intervals. This is heavy work in weather like this. We do not intend to pay any fulsome compliments to the postal officials, but it gives us pleasure to say that their efforts to promptly discharge their duties are highly appreciated.

A writer in the *Novoe Vremya*, signing himself "Ujakoff," and whose article bears internal evidence of the author having newly arrived from Turkestan, denies in vigorous terms the alleged efficiency and strength of the Chinese army in Kashgaria. As he very rightly points out, Russians living on the confines of Kuldja, and having constant intercourse with the Chinese, should be accredited with knowing more about the state of Tso Tsoun Tan's force than "political busybodies in England and their countrymen at Peking." The writer acknowledges that it would be a wicked crime for a Russian to wilfully under-estimate the power of an enemy on the eve of a great war, but, all the same, facts are facts and if the Russian army in Kuldja is strong and well-organised, and the Chinese force in Kashgaria simply a mob of raw levies, without coherence, it is well that Russia should acknowledge the circumstance, and not try to keep it secret from Europe. "Ujakoff" laughs at the notion of of the Chinese in Kashgaria possessing a European military organisation, Krupp guns, and so forth, as asserted by the author of the "Life of Yakoob Beg," and asserts that so far from Kashgaria having been successfully conquered by such means, Tso Tsoun Tan owes his victories solely to the untimely death of Yakoob Beg and the cowardly flight of his incapable successor. The Chinese general possesses no military skill; his troops are badly armed, and worse led; and the garrisons at Aksu, Toorfan, and Manas are too small to allow of the formation of a force to invade Kuldja. On the other hand, General Kaufmann in the latter province and General Abramoff in Ferghana, possess compact, well-equipped, and well-organised armies, and they have only to give the signal for the whole of the Mussulman population of Kuldja and Kashgaria to rise in arms against the Chinese, who have irritated them by converting Mahomedans to Buddhism at the point of the sword. We have not space to follow "Ujakoff" in his remarks on the strategical superiority possessed by Russia over the Chinese in Central Asia; but, if his information be correct—and candour compels us to admit that he simply echoes in a vigorous form what Russian intelligence from Asia has asserted all along—Kaufmann would have no difficulty whatever in conquering Tso Tsoun Tan, and picketting Cossacks on the Karakorum range.

THE LATE TYPHOON.

We have received further intelligence regarding the typhoon experienced by the British steamer *Hainan*, Captain H. W. Conner, which will be read with interest at the present time when information is anxiously awaited for as to the extent of damage that has been actually done to vessels at sea and to crops on land—as to the loss of life and damage to property that have been occasioned. Capt. Conner reports that the severe gale his steamer met with partook more of the nature of a cyclone than of a typhoon; the glass gave remarkably little forewarning of its approach.

"Tuesday last, the 31st ult. began with strong gales from N.N.E., bar. 29.80. At 6 a.m. heavy squalls from E.N.E.; bar. 29.60. Got up steam and brought the steamer into a good berth, as the weather looked threatening, barometer having a downward tendency. At 8 a.m. paid out 120 fathoms of cable on both anchors, wind blowing with great fury and hauling suddenly in to S.E., rain and spray perfectly blinding. At 9 a.m. bar. 29.29, ship dragging her anchors up hill; got the spare bower ready to let go; kept steaming ahead to keep the strain off the cables. At 2.30 p.m. the gale was apparently broken. For the latter part the bar. 29.80."

Another account says:—

"On the 31st, in the port of Pakhoi, 7 a.m. dropped port anchor 15 fathoms on the hawser. Blowing a gale from the N.E.; the wind had shifted from the W.N.W. and was veering right round. Could not give the vessel more scope as the *Hongkong* was lying astern of us with both cables out to the end. Got up steam and at 10 a.m. hove in both anchors, steamed outside a little and dropped both anchors with 75 fathoms on each hawser; in four fathoms of water. At 12 noon, the wind reached its maximum in force and was accompanied with heavy showers of rain. At 1 p.m. the wind veering round to the S.E. and blowing out of that direction till 6 p.m., when it began to gradually to decrease. During the afternoon the ship had been dragging outside considerably and we had to get the engines to work to take strain off the cables. Sept. 1st, 9.30 a.m. hove in both anchors and steamed further in. At 10.30 anchored with the port anchor in 2½ fathoms of water. At 5 p.m. the gale had moderated, and we proceeded on our voyage. The glass was down to 29.35. At Hoihow it was under 29.00."

We further hear that the *Hongkong* got the cyclone very severely early on the morning of the 31st, and had to cut away both her masts. At Pakhoi the general statement was that this was the most severe visitation that had been experienced there for 25 years. There is information in town that the crops all over the cane-producing districts have been damaged, while several large junks laden with sugar have foundered; and these statements are not without their due effect on the sugar market. The *Hainan*, the *Ping On*, the *Conquest* and H.M.S. *Magpie* must have all have been in the same cyclone, so that we may soon expect to hear further details of its extent and ravages. It seems from all accounts we have yet to land to have been one of remarkable severity. A large number of junks and sampans were passed bottom up and loss of life is estimated at a large figure. The *Hainan* passed a large junk, with a large number of people huddled together on board of her; the next moment she was sweeping past, bottom up and not a soul belonging her to be seen. In singular contrast to the *Hongkong* the *Hainan* has not suffered a scrap of damage, and is only in the Cosmopolitan Dock now to be cleaned.

LICENSING COURT.

A special meeting of the Justices was held this forenoon at the Justices' Room to consider an application by Mr A. Hahn for a license to sell and retail malt liquors, fermentered and spirituous liquors in the house and appurtenances thereunto belonging situated at Tsam Sha Tsui, British Kowloon, Garden Lot No. 35, rented by Peter Smith, and of which applicant is the tenant, which house applicant stated that he intended to keep as an Inn or Public-house under the sign of the Kowloon Recreation Gardens.

There were present: the Hon. Ng Choy, president, Hon. M. S. Tonnochy, Mr N. J. Ede, and Capt. Deane. Inspector Cameron was in attendance.

Capt. Deane opposed the license on the ground that there was no house on the ground which the Justices could license. There was a building of one kind or another, but it was not a place at all suitable for a licensed house.

Mr Hahn stated that his brother-in-law, Mr Peter Smith, resided in a house on the adjoining lot with his family. They intended to turn the two lots into one. He could reside there if it was requisite to holding the license.

Mr Tonnochy asked what he wanted the license for.

The applicant said mainly for the entertainments he intended to give, say twice a month. It would only be when these were on that there would be much doing at the Bar.

Mr Tonnochy: But you apply for a public house license which would enable you to sell at any time to all comers.

Applicant: Yes.

Mr Tonnochy: Well, you must describe and designate your house. Your present application is not in form; we cannot deal with it.

The other Justices concurred; and,

The President said the applicant might come before them again.

Capt. Deane send that then he would oppose it *in toto*. At present he opposed it on the ground that the Justices had no power to grant a license unless the premises proposed to be licensed were clearly described and defined and a designation given to the house. He would oppose it further on the ground that the house was an unfit place for a public house. He asked Inspector Cameron what he knew of the place.

Inspector Cameron said it was in his opinion not a fit house for a license. There was only the one house on this lot mentioned, and that was not the one in which Mr Smith resided.

Captain Deane: What sort of an entertainment was this Mr Hahn had over there the other evening?

Inspector Cameron: There was a large collection of people, both native and foreign.

Captain Deane: What sort of people were they?

Inspector Cameron: There was a large collection of ladies.

Mr Ede: Of what?

The Inspector: Of females.

Captain Deane: Where were they from?

The Inspector: Gage Street.

Captain Deane: Common prostitutes.

Mr Hahn stated that it was his intention to get up a subscription for a series of entertainments amongst the better class of people; the gardens would always be open for these subscribers' children to enjoy themselves.

Captain Deane: *They* don't want beer and spirits.

Mr Hahn: The children would be there on Sundays and on the afternoons of week days. The entertainments would be say fortnightly.

Mr Tonnochy again said the Justices must have the house before them.

The President stated that the license would be refused for the present, and for the reasons the applicant had heard stated.

The Capt. Superintendent of Police said he would oppose the license being granted at any future application.

Police Intelligence.

(*Before the Hon. Ng Choy.*)

Tuesday, Sept. 7.

WHAT IS PUBLIC GAMBLING ON THE STREET?

Tong Ashin and Hu Ashun were charged with gambling on the public street on the 6th inst.

The Magistrate said there was no case; there were only four persons playing dominoes for amusement at the door of their house.

Discharged.

PETTY LARCENIES.

Lai Achang, a boy of 16, was charged with stealing three jackets on the 17th, value 80 cents, from a house in Wing Shong Street, and sentenced to six weeks' imprisonment with hard labour.

Leong Afu, for stealing an umbrella from the Po Lok Theatre, was sentenced to six weeks' hard labour.

Wong Apo, for stealing a shopkeeper's weights, was sentenced to two months' imprisonment, first and last seven days in solitary confinement, the remainder with hard labour.

RATTAN SPLITTERS' QUARREL.

Tang Ayat, Ho Ami and Tang Acheung were charged with assaulting Mak Ai, a rattan splitter on the 2nd inst. The case was postponed on the 4th on the application of Mr Wotton, who appears for the prosecution.

To-day Mr Holmes appeared for the defence, and on his application now the case was further remanded till Saturday, the 10th,—bail as before in $100 each.

The case is one in which the complainants asserts that while at work at the door of his shop he was attacked by a gang of men, struck from behind and stunned and beaten with bars and sticks.

Manila.

(*Translated from our Manila Exchanges.*)

The steamer *Esmeralda*, on her last voyage from Hongkong to Manila, experienced very bad weather, so much so that it took her four days' run to reach her destination while ordinarily she takes less than three days. She was detained by the bad weather in this voyage 31 hours over her usual time. The lowest reading of the Barometer during the voyage was 29.86, at 5 p.m. of 29th Aug., with wind from E. by N., and very heavy rain.

The Spanish steamer *Zamboanga* arrived at Manila from Hongkong on the 27th August, and during an official trial trip made on the morning of the 2d September, the Naval Commander General of Manila expressed satisfaction as to the adaptability of the vessel to the purposes for which she was bought. Her speed was tested and resulted in 11¾ miles being made per hour. She will be commanded by the present Commander of the *Patino*, and will be re-christened with the name of *Legaspi*.

Two violent shocks of earthquake were felt at Taal on the 1st Sept., about one o'clock in the morning; they were without definite direction, and with an interval of about one minute between them; the duration was of about 30 seconds each, both were accompanied with subterranean noises.

A letter received from Daet (Camarines Norte), dated Aug. 25, says:—On the 22nd, at 9.17 p.m., the strongest shock of earthquake felt since the 15th of July last was experienced here. We are thankful it was instantaneous, but had it continued for say 30 seconds, no building would have remained standing.

We have had the satisfaction of seeing the complete recovery of the young American gentleman, Mr Parker, who had his arm fractured in three places in the earthquake of the 18th July last, his arm having to be amputated near the elbow. Our friend, with only one arm, notwithstanding, appears glad at having escaped with his life, and while the right arm is still left to him for work, his body conceals a great heart to support him in the misfortune which has befallen him.

The rates of exchange at Manila on the 1st September on Hongkong and Amoy were 1½ and 1 per cent. discount respectively.

The British barque *Jamaica*, Captain Witt, arrived at Manila on the 31st ultimo, nine days from Hongkong.

At a sale of cigars held on the 26th Aug. last, 8 803 millares were offered, and 4,373 millares sold for a total sum of $53,818.

A correspondent in Tagbilaran (Bohol), writing under date of July 31st, says that a machine for crushing sugar cane, worked by steam, was established there the other day, which is the first thing of the kind ever introduced into that island. This machine will be followed by others of the same kind, and in due course they will do away with the wooden contrivances which are incapable of extracting the juice from the cane to the last drop.

The *Comercio* of Manila reproduced without comment the paragraph which appeared originally in one of the Japan papers regarding the arrival of the *Doña Maria de Molina*, having been the only Spanish man-of-war that had visited Nagasaki for 300 years.

The following charters were effected at Manila, from the 15th August, to the 1st September:—

British barque *Bowfell*, for Liverpool, wet sugar at £2, and hemp at £3.2.6.

Spanish steamer *Victoria*, for Liverpool, hemp £3.

British barque *Anglesea*, for London, wet sugar at £2.2.6 to £2, and hemp at £3.2.6.

British barque *Jessie Stowe*, for New York via Cebu, sugar and hemp, private.

American ship *Valley Forge*, for New York, sugar at $8, and hemp at $6.

British barque *Deanfield*, for Sandy Hook, to order, via Iloilo, sugar at $9.50.

American barque *Chattanooga*, for New York, or Boston, via Iloilo, dry sugar at $10¼ per ton.

American barque *Martha Davis*, for New York via Iloilo, $9.50 per ton dry sugar.

Spanish barque *Manolo*, for the Channel, to order, wet sugar at £2 15.

British barque *Helen Marion*, for Liverpool via Cebu, wet sugar and hemp, private.

American ship *Harmonia*, for New York, sugar and hemp, dry.

China.

SHANGHAI.

(*Mercury.*)

We are informed of the destination of the 5,000 troops from Hankow, in the eight China Merchant steamers; they are to be landed at the Pehtang fort and not at Ning-hai, the end of the great wall, as formerly rumoured.

Quite a fleet of vessels are detained both outside and inside the Bar, waiting for water to get over it. Outside the Bar waiting to come up river are the following steamers, *Glencoe* and *Hi-oshima Maru*; sailing vessels, *Blue Jacket*, *Nourmahal*, *Hermann*, *Top gallant*, *Parthia* and German barque. Inside the Bar, the P. & O. steamer *Rohilla*, *Flintshire*, *Genkai Maru*, *Peladin* and H. B. M. ship *Encounter*. There is only 14½ feet of water on the Bar and the *Rohilla* is drawing over 19 feet.

The very unusual quantity of snipe that have visited the neighbourhood of the settlement this year has given plenty of occupation to many of our local sports, and many very good bags have been made. It is to be hoped, however, that the eagerness with which the sport is pursued will not result in any accident. The inside of the Race Course appears to be a very warm spot just now about dusk. The fact, that as yet, no one has been shot appears to be due more to good luck than good management. At any rate it is obvious either that men ought not to shoot there while ponies are being exercised, or that ponies ought not to be exercised there while people are shooting.

Japan.

YOKOHAMA.

(*Mail*, Aug. 21.)

We learn that the British barque *Forward Ho!* which arrived last Sunday, completed her passage in 104 sailing days from the time she left the London Docks. This is said to be the fastest sailing passage on record for the last ten years. The vessel was delayed at Anjer some eight days re-stowing cargo, so that the actual number of days out is 112. Captain Wade has been known on this line for the last nineteen or twenty years.

One of the London journals remarks casually that it takes about as long to construct a first class ironclad man-of-war as to build a city. But this is not the worst feature of the matter. By the time the ironclad is completed other inventions render it useless and out of date.

According to Japanese reports the demand for imported paper has of late greatly decreased, and indeed the importation of that article may be said to have ceased altogether; in consequence of this the demand for Japanese made papers has greatly increased, and very good prices are obtained, so that the paper mills in the different localities are busily engaged at present, and find it almost impossible to fulfil their contracts; however, in spite of this they have not at present raised their prices.

The *Nichi Nichi Shinbun* states: We have been informed that in the course of operations on the new road now being constructed at Ye-sho zaka in the village of Akoni, Aso-gori province, a rock was cut through in which a seam of silver was discovered. Upon this discovery the contractor and his employés were all desirous of finishing their road-making as quickly as possible so as to turn their attention to the mine. They are consequently working with the greatest diligence and the road is rapidly approaching completion. Mr Hodkinson, a mining expert at present in the employ of the Educational Department, availed himself of the summer vacation and travelled as far as the Mitake-san in Shinshiu province, and in one of the surrounding hills he discovered a coal mine which gives an outcrop of a first rate quality. When a complete examination of the seams of coal has been made, experimental diggings will be commenced.

In the *Choya Shinbun* it is said that "the various experts sent from our country to Corea, cotton fabrics, shirtings, Japanese paper, ink, shoes, and umbrellas, fetch good prices. Tea the Coreans never use, and consequently there is no market for this article of food. A Japanese who shipped a large quantity of oil paintings and ordinary pictures, trusting to make a fortunate speculation, has been unable to make any sales, and has lost a large sum of money."

15,000 koku of rice were brought up from Hongkong by the *City of Tokio*.

THE "BLUE-FUNNEL" LINE OF STEAMERS.

Messrs Holt, of Liverpool, the managing owners of two or three services of trading steamers,—one engaged in the trade between China and London, another between the eastern coasts of South America and Liverpool, and a third line for some other trade,—are about to form a steam service, at regular intervals, between England and Japan, to compete with the vessels of the "Glen" and "Castle" lines. The pioneer of the new enterprise, the *Agamemnon*, came into our port on the 17th August.

About fifteen years ago, Messrs Holt, in connection with Messrs Birley, of China, commenced the first line of cargo steamers for the trade between England and China. A few isolated steamships, like the *Bahama* and *Sea King*, had endeavoured to carry cargoes between Shanghai and London, at a speed that would enable two round trips to be made in twelve months. But the Suez Canal was not open, coaling stations were far apart, and the vessels consumed what would now be regarded as an inordinate quantity of coal for their size. The end was, that the cargoes carried were small, the expenses of the vessels were excessive, and the speculations brought heavy losses upon the promoters. Messrs Holt then entered the trade, and it apparently has been very profitable to them. Their vessels, the *Agamemnon* and two others of similar size, had many novelties of construction, and to this day the form of engine used has not been adopted by any vessels save those of Holt's line.

It is easy to understand why Messrs Holt's vessels brought great revenues to their owners, and how it was that the rival steamships were most unfortunate. The Messrs Holt, who are practical ship-constructors and mechanics, planned a vessel that would combine four qualities,—1st, to carry a large cargo; 2nd, by use of a compact compound engine possess sufficient steam power at the cost of a small consumption of coal; 3rd, carry coal enough for a voyage of 6,000 or 7,000 miles; 4th, ability to make a voyage under canvas, if necessary. The vessels, therefore, were able to do what no other packets had done before, and so well, that even at this date the vessels, which are now fifteen years old, are equal to most of their newer competitors. The conditions are now altered, but the pioneer vessels carried 3,000 tons of cargo, about 800 tons of coal, and, after calling at the Cape, Singapore, and Hongkong, delivered cargo in Shanghai in some days under two months.

Since the earlier years of the enterprise the Suez Canal has been made, and vessels especially suited for the changed conditions have been built in large numbers, so that the fleet is now adequate for keeping up a fortnightly service.

While the hulls have undergone some modification from the first type, the engines and boilers are, in form and quality, much the same as those designed by Messrs Holt—in face of much hostile criticism,—fifteen years since. At that time, what is now known as the compound engine was uncommon. The experiment of the P. & O. Company with the first compound engine,—that known as "Wolf's system,"—had failed altogether, and the P. & O. Company, after expending upwards of a hundred thousand pounds in unfortunate experiments, reverted to old types of engines. Undeterred by the failure of the elaborate engines made by Messrs Humphrey, Tennant, and others, the Messrs Holt staked their fortunes on what was deemed to be an exaggeration of the numerous large engines that had failed so utterly. The P. & O. Company used steam at 40 pounds pressure, the Messrs Holt at 60 and 80 pounds. The P. & O. Company had four cylinders and two cranks; Messrs Holt tried—what at the time was held to be the dangerous experiment of—two cylinders and one crank. The P. & O. machinery was excessively complicated and costly; Messrs Holt's engine was curiously simple and very cheap. The P. & O "Wolf" engines performed badly, and were liable to frequent derangement. Holt's engine worked perfectly well, scarcely ever got out of order, and the yearly cost of repairs was trivial. The end was that the "Holt" line soon became firmly established, and, in spite of occasional bad times, has greatly enriched everyone concerned in it.

All the vessels are good trading ships, and, without any notable peculiarities, the success of the line has been brought about by the engine adopted, yet, strange to say, although the one-crank vertical engine has answered "Holt's" line so well, there is a general prejudice against it, so that the owners of the rival lines of packets invariably avoid the one-crank type, and adopt the two or three crank engines.

In Messrs Holt's engines the large expansion cylinder is placed on the keelson of the ship; above it, with a considerable space between, is the high pressure cylinder; between the two cylinders the connecting rods turn round the single crank. To avoid retardation of movement, and to act as a governor, there is in rear of the engine a very large fly-wheel, a segment of which is loaded with eight or ten tons of lead. A perfectly smooth, equable motion is thus secured, the minimum of space is occupied, and the apparatus of surface condenser, circulating pumps, &c., &c., is arranged in a simple, compact, and convenient form. The weight of machinery is reduced, all parts are accessible, and the first cost is small. The engine is also very economical in its coal requirements. The pioneer vessels only consumed about two pounds per horse-power, a marvellous economy at the time, as the average consumption of the Cunard and the P. and O. Company was from four to five pounds. The first type, although experimental, answered so well that the latest ships show very little improvement in performance or economy.

If all goes on well, we presume that Yokohama will be the terminal port for the new line, instead of Shanghai.

We wish the new-comers success, as the owners are admirable mechanics, whose successful experiments, by cheapening the cost and shortening the delays of ocean navigation, have conferred great benefits on commerce.—*Japan Herald.*

We append the names of the vessels of the line:—

	Tons.		Tons.
Agamemnon	2,279	Stentor	2,020
Ajax	2,279	Anchises	2,020
Achilles	2,279	Sarpedon	2,035
Diomed	1,915	Orestes	2,057
Nestor	1,869	Teucer	2,057
Priam	2,039	Hector	2,035
Ulysses	1,988	Laertes	2,148
Menelaus	1,992	Cyclop	2,166
Patroclus	2,118	Bellerophon	2,166
Glaucus	2,112	Telemachus	2,180
Antenor	2,109	Jason	2,180
Deucalion	2,067		

Twenty-three in all.

SAN FRANCISCO LETTER.

(*From an Occasional Correspondent.*)

San Francisco, July 31.

I have been endeavouring to arrive at some conclusion as to the difference existing between a Republican and a Democrat. To one who has not the privilege of American citizenship this is not so very easy; in fact the very terms employed are confusing. But the best method I have hitherto found to elucidate this problem has been to read what one says of the other in the press. As far as I have had opportunity, the Republican party is *facile princeps* in the art of vituperation. From a popular "weekly," I gather the enclosed extracts, illustrating at the same time, the "*casus belli*" between the antagonists, and the license which, in a first-class journal in this country, is allowed to pass muster without rebuke. The paper I quote from is the *Argonaut* of the 24th instant. They speak for themselves. The nation is divided into two equal parties. The Republicans, by an act of outrage at the last Presidential Election, have held up the political integrity of their country to the derision of the world. Now, they do not stop at stigmatizing one-half of their fellow-citizens as Traitors. If one attempts to analyze the causes of this indecent violence, at once it appears that the arguments adduced by the Republicans are illogical. They boast that they have restored fully the citizen rights of the Democratic party, as represented by the South, and forsooth, now that they attempt to exercise these rights, the language of abuse is exhausted to vilify them! The Republicans do not refuse Democratic dollars to give pensions to their own widows and orphans, and they marvel at the wish of the Southerner to see his own defenceless ones enjoy some benefit from his taxation! Big battalions have, *à la* Napoleon, set at rest the justice of the cause between the two contending parties, but yet, in spite of military success, the law of nations should be inviolate. If France conquered England to-morrow, the house and property of John Smith would be respected, subject to taxation. The only nation which confiscates its enemies' property is the "Turk." And yet it was reserved for the successful section of the United States to emulate the "impassable Turk," in confiscating wholesale, the *private* property of their opponents! And yet, in spite of violation of the law of nations, they call "Treason" when the pillaged Southerner asks for compensation! Did the Republicans refuse the dollars of the Democrats, there might be an argument. Their conduct, as explained by their organs, can have but one tendency, that of keeping alive a spirit of rancour, and render yet another war not distantly impossible.

Many of your readers, doubtless, have wondered at the fearful deeds of outrage and murder, as depicted in certain illustrated American prints. I always thought that they must be exaggerated. But I assure you, in this one State, at least, the journals shew a daily access of crime fully bearing out the reports. The worst aspect consists in the fact that the murders are committed by people of education. The hopelessness of getting a conviction, is a powerful incentive to crime. Yesterday, for example, a Mr Shroeder, a bank clerk, shot dead, in his office, a Dr Lefevre, without parley. The betting, for here it is public, and quoted in the streets, is fifteen to one against hanging. From their easiness of conscience in this respect, you may judge that their qualms on other moralities are not over exacting, amongst the Californians.

But when the *crême de la crême* of San Francisco society is represented by the successful Plate-laying Hibernian, and cocotte-proprietors of the Tinder-Box houses on "Dollar Hill," one is brought back to first principles, and one need not wonder at the condition of a tree which has produced such fruit.

[Our Correspondent is evidently not an admirer of the Republican institutions, as developed in San Francisco; but he has, we think, mistaken the froth for the pure refreshing malt, and he apparently imagines also that there is far more froth than malt in the States—a supposition which we believe to be erroneous because based upon a too superficial observation.—Ed. *C. M.*]

Quotations.

Hongkong, *September 7.*

OPIUM—New Patna, cash	630 *a* 32½
" Old " cash	—
" New Benares, cash	595 *a* 96½
" Old " cash	—
" New Malwa, credit	750 *a* 770
" Old Malwa, credit	—
Allowance, Taels	8 *a* 12

Exchange.

Bank, Wire	3/8¾
" Demand	3/9
" 30-days' sight	3/9⅛
" 4 months' sight	3/9⅜
Credits, 4 " "	3/9⅜
Documentary, 4 months' sight	3/9⅝
India, Wire	222½
" demand	222½
Shanghai, demand	71½
" 80 days' sight	72½
Gold Leaf, 99½ fine	27.95
Sovereigns	5.42

Shares.

Hongkong Bank, 56 % prem.
Union Ins. Soc. of C'ton, $1,400 per share.
China Traders' Ins. Co., $1,400 per share.
North China Ins. Co., Tls. 1,075 per share.
Yangtsze Ins. Assoc., Tls. 720 per share.
Chinese Ins. Co., $300 per share.
H.K. Fire Ins. Co., $875 per share, buyer.
China Fire Ins. Co., $245 per share, sales.
H.K. & W. Dock par.
Cosmopolitan Dock, par, nominal.
H.K. C. M. S.-boat Co., $19 prem.
S'hai Steam Nav., Tls. 3 per s. nominal.
China Coast St. Nav. Co., Tls. 100 per s.
Hongkong Gas Co., $80 per share.
Hongkong Hotel Co., $68 per share.
China Sugar Refining Co., $168 per share.
Do. Debentures, 3 p.c. prem.
Chinese Imperial Loan of 1874, nominal.
Do. of 1877, do.

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

Hongkong, *September 7.*

Barometer—	9 A.M.	30.082
Do.	1 P.M.	30.062
Do.	4 P.M.	30.024
Thermometer—	9 A.M.	88
Do.	1 P.M.	87
Do.	4 P.M.	87
Do. (Wet bulb)	9 A.M.	79
Do. Do.	1 P.M.	80
Do. Do.	4 P.M.	80
Do. Maximum		87
Do. Minimum over night		79

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:—

VESSELS TO ARRIVE,

AT HONGKONG.

Left.	*Name.*	*From.*
May.		
6,	Diana,	Glasgow
31,	Dorothea,	Cuxhaven
June.		
5,	Titania,	London
5,	Vale of Doon,	Antwerp
10,	Dr Petermann,	Cardiff
10,	Agnes Muir,	Hamburg
15,	Oldbridge,	London
16,	Valparaiso,	Cardiff
17,	Goldhunter,	N'castle (N.S.W.)
22,	Annie H. Smith,	Cardiff
24,	Blairhoyle,	Penarth
24,	Hotspur,	Hamburg
28,	Importer,	Penarth
July.		
1,	Bengala (s.)	Genoa
2,	Adolph,	Hamburg
5,	Weser,	Penarth
5,	Belle of Oregon,	Cardiff
6,	Brunette,	N'castle (N.S.W.)
13,	Scheldo,	Antwerp
17,	Charlton,	London
17,	Warwick Castle,	Antwerp
21,	Telemachus (s.)	Liverpool
22,	Stentor (s.)	London
23,	Channel Queen,	Cardiff
25,	Vortigern (s.)	Antwerp
27,	James Bailey,	Cardiff
28,	Great Admiral,	Cardiff
28,	Orion,	Cardiff

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamer via Suez Canal.

Glenartney. Glenearn.
Bengloe.

Sailing Vessels.

John Nicholson.

At Liverpool.

Bellerophon (s.) Asia (s.)

At Hamburg.

Hakon Adelsten (s.)

At Newcastle, N.S.W.

Cashmere. Dagnar.
Catharina. Penobscot.

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries on China and Japan*, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at $6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly *in advance*.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a resumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising *Review*. It is a sixty paged, bi-monthly, repertory of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the *Review*. Address *China Review*, Hongkong.—*Northern Christian Advocate* (U.S.)

Trübner's Oriental Record contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors. In a paper on Dr. Legge's *She King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connexion with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at *Four Dollars* per annum delivered in Hongkong, or *Seven Dollars Fifty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan,—from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese,—consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It on the one hand commands Chinese belief and interest while on the other deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum,—Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's-throw.

Lusitano Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.,—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

General Outfitter, Hosier, Tailor, &c.—T. N. DRISCOLL, 45 and 47, Queen's Road, by special appointment to H.E. the Governor.

Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & Co., Queen's Road Central.

American and English Stores, Books, and specially selected Cigars.—MACEWEN, PRICKEL & Co.

American Newspapers and cheap Reprints, &c., choice Tobacco and Cigars.—MOORE'S VARIETY STORE, 42, Queen's Road.

Watches, Jewellery, Charts, Binoculars, Optical Instruments, Mordan's Pencil-cases, &c.—JOHN NOBLE, agent for Negretti & Zambra.

Guns, Rifles, Pistols, Ammunition, and Sportsman's Requisites of all descriptions.—WM. SCHMIDT & Co., Gunmakers, Eastern House of Beaconsfield Arcade.

Chair and Boat Hire.

LEGALIZED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half hour,	10 cts.	Hour,	20 cts
Three hours,	50 cts.	Six hours,	70 cts

Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK.

Single Trip.

Four Coolies,	$1.00
Three Coolies,	0.85
Two Coolies,	0.70

Return (direct or by Pok foo lum).

Four Coolies,	$1.50
Three Coolies,	1.20
Two Coolies,	1.00

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT.)

Single Trip.

Four Coolies,	$0.60
Three Coolies,	0.50
Two Coolies,	0.40

Return (direct or by Pok foo-lum).

Four Coolies,	$1.00
Three Coolies,	0.85
Two Coolies,	0.70

The Return Fare embraces a trip of not more than *three* hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (12 hours) Peak,.....$0.75 each Coolie.
Day Trip (12 hours) Gap,.....$0.60 each Coolie.

Licensed Bearers (each).

Hour,	10 cents.
Half day,	35 cents.
Day,	50 cents.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900 piculs, per Day,	$3.00
1st Class Cargo Boat of 8 or 900 piculs, per Load,	2.00
2nd Class Cargo Boat of 600 piculs, per Day,	2.50
2nd Class Cargo Boat of 600 piculs, per Load,	1.75
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day,	1.50
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load,	1.00
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, Half Day,	50

Sampans.

or Pullaway Boats, per Day,	$1.00
" One Hour,	20
" Half-an-Hour,	10
After 6 P.M.,	10 cents extra.

Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day,	35 cents.
Half Day,	20 "
Three Hours,	12 "
One Hour,	5 "
Half Hour,	3 "

Nothing in the above Scale to affect private agreements.

Hongkong Rates of Postage.

(Revised June 23, 1880.)

In the following Statements and Tables the Rates are given in *cents*, and are, for Letters, *per half ounce*, for Books and Patterns, *per two ounces*.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets or papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must *anything whatever* be inserted except bonâ fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N.R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Chili, Brazil, Peru, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries NOT *in the Union.*—The chief countries *not* in the Union are the Australasian Group.

Postage to Union Countries.

General Rates, by any route:—

Letters,	10 cents per ½ oz.
Post Cards,	5 cents each.
Registration,	10 cents.
Newspapers,	2 cents each.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom:—

Letters,	10
Registration,	None.
Newspapers,	5*
Books & Patterns,	5*

West Indies (Non Union)†, Bolivia‡, Costa Rica, Guatemala, New Granada, Nicaragua, Panama, Paraguay¶.

Letters,	30
Registration,	None.
Newspapers,	5
Books & Patterns,	10

Australia, New Zealand, Tasmania, and Fiji, *via Torres Straits*, Letters, 12; Registration, 10; Newspapers, 2; Books and Patterns, 4: *Via Galle*, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 4.

Natal, the Cape, St. Helena, and Ascension, *via Aden*, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

* A small extra charge is made on delivery.
† There is Registration to *British* W. India Islands, 10 cents. To the Bahamas and Hayti, The San Francisco route is available.
‡ Registration via San Francisco, 10 cents.
¶ Cannot be sent via San Francisco.

LOCAL POSTAGE.

	Letters per ½ oz.	Registration.	Post Cards, each.	Newspapers, per 2 oz.	Patterns, including Registry, per 2 oz.	Books and Patterns, per lb.
	cents.	cents.	cent.	cents.	cents.	cents.
Between Hongkong, Canton, and Macao, in either direction	2	—	—	—	—	—
Between any other two of the following places viz.: Hongkong, Macao, China, Japan, Siam, Cochin China (*b*), Tonquin (*b*), and the Philippine Islands (*b*)	5	10	1	2	2	20

(*d*) No Parcel Post.

Local Delivery.

1. All correspondence posted before 6 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., *all of the same weight*, to addresses in Hongkong, Bangkok, or the Ports of China and Japan, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

PARCELS.—The public is reminded that, there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

Local Parcel Post.

1. Small Parcels may be sent by Post between any of the Post Offices in China or Japan, as well as to Macao, Pakhoi, Singapore, Penang, and Malacca. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5lbs. The postage will be 20 cents per lb., which will include Registration. The parcels may be wholly closed if they bear this special endorsement, PARCEL, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.) Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels will as a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel, but the system of Registration will secure the senders against any but a very remote probability of loss.

4. The public are cautioned not to confound these facilities with a *Parcel Post to Europe*, &c., which does not exist.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probable about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs.
Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Letter.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but henceforth it will be prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of $10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration require.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the disholesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Money Order Regulations.

1.—Money Orders are exchanged with the United Kingdom, New South Wales, Queensland, South Australia and Port Darwin, the Straits Settlements, Western Australia, and (except at Shanghai) with the Japanese Empire. Hongkong also issues orders on Shanghai, and *vice versa*.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps, subject to a charge of one per cent. for cashing them.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order* is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications *in time*, as the Money Order Offices close some hours before the departures of the mails.

4.—No order must exceed £10, or $50, or include any fraction of a penny, nor will more than two such orders be issued to the same person, in favour of the same payee, by the same mail. Orders will be drawn at the current rate of the day† and paid at the rate of the day when the advice arrived.

The commission is as follows:—

Orders on the United Kingdom.
Up to £2.....18 cents.
" £5.....36 "
" £7.....54 "
" £10.....72 "

Local and Intercolonial Orders.
Up to $25 or £5.....25 cents.
" $50 or £10.....50 "

5.—Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong and Shanghai.

6.—Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No order can be paid till the Payee has signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

8.—If the order be not presented within six months an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

9.—No order can be paid until the advice relative to it has been received.

* Made out on a printed form which is supplied gratis.
† Local Orders on Shanghai are drawn at 2 per cent. premium in all cases. A fixed dollar rate for drawing on the United Kingdom is in force at Shanghai.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour-Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers								
Albay	5 h	F. Ashton	Brit. str.	365	Sept. 6	Douglas Lapraik & Co.	Amoy, &c.	9th, daylight
America	4 c	Mooney	Brit. str.	562	Sept. 5	Birley & Co.		
Amoy	4 c	Orewes	Brit. str.	814	Sept. 7	Siemssen & Co.	Shanghai	
Arratoon Apcar	5 h	Mactavish	Brit. str	1392	Sept. 1	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	11th, 3 p.m.
Chas. Townsend Hook	3 c	Bradley	Brit. str.	902	Sept. 2	Eduard Schellhass & Co.	Saigon	
City of Peking	5 k	Berry	Amer. str.	5079	Sept. 1	P. M. S. S. Co.	Y'hama & San F'cisco	9th inst.
Consolation	4 c	Young	Brit. str.	764	Sept. 4	Yuen Fat Hong	Bangkok	14th, daylight
Crusader	4 c	Rowie	Brit. str.	647	Sept. 2	Geo. R. Stevens & Co.	Chinkiang	
Elcano	5 c	Urriola	Span. str	430	Sept. 5	Remedios & Co.	Manila	
Emuy	5 c	Blanco	Span. str.	222	Aug. 12	Remedios & Co.	Manila	To-morrow
Esmeralda	5 h	Talbot	Brit. str.	395	Sept. 7	Russell & Co.	Amoy	To-morrow
Fame	6 h	Stopani	Brit. str	117	.....	H.K. & W'poa Dock Co.	.....	Tug Plying
Flintshire	5 c	Morgan	Brit. str.	1236	Sept. 7	Adamson, Bell & Co.	London, &c.	
Fokien	5 h	Abbott	Brit. str.	509	Sept. 6	Douglas Lapraik & Co.	Tamsui, &c.	
Hainan	...	Conner	Amer. str.	285	Sept. 5	Russell & Co.	Haiphong, &c.	Cos'tan Dock
Kwangtung	5 h	Young	Brit. str.	674	Sept. 1	Douglas Lapraik & Co.	Coast Ports	To-day
Malacca	...	Seaton	Brit. str.	1709	Sept. 3	P. & O. S. N. Co.	N'saki & Yokohama	K'loon Dock
Mariveles	...	Munoz	Span. str.	528	Aug. 7	Remedios & Co.	.....	Cos'tan Dock
Pernambuco	5 c	Hyde	Brit. str.	643	Sept. 5	Melchers & Co.	Saigon	
Sea Gull	8 k	Haydon	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		
Suez	5 c	Eaton	Brit. str.	1390	Sept. 1	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	11th, 3 p.m.
Thornhill	8 c	Walker	Brit. str.	965	Sept. 4	Jardine, Matheson & Co.		
Tung Ting	1 h	Holmes	Chi. str.	315	Aug. 27	C. M. S. N. Co.		
Tunis	3 c	Irvine	Brit. str.	886	Aug. 29	Jardine, Matheson & Co.	Saigon	at daylight
Yottung	2 h	McDougall	Brit. str.	286	Sept. 5	Kwok Acheong & Sons	Swatow	
Sailing Vessels								
Alice Buck	8 k	Herriman	Amer. sh.	1426	Aug. 27	Vogel & Co.	New York	
Alice Mary	7 c	Bisset	Brit. bqe.	361	Aug. 29	Russell & Co.	Foochow	
Alma	7 c	Lahmeyer	Ger. bqe.	938	Aug. 24	Melchers & Co.	Nagasaki	
Alva	3 k	Souza	Port. sh.	652	July 28	Brandao & Co.		
Anna Bertha	5 k	Krause	Ger. bqe.	468	Sept. 6	Siemssen & Co.		
Aurora	2 h	Milne	Brit. bqe.	294	Aug. 29	Chinese		
Bessie	2 k	Mabb	Bri. bgtine.	228	Aug. 30	Siemssen & Co.		
Bun Caao	2 c	Langer	Siam. bqe.	338	Aug. 9	Chinese	Newchwang	
Cabarfeidh	7 c	McKenzie	Brit. bqe.	333	Aug. 30	Melchers & Co.		
Ceylon	2 k	Hayden	Amer. bqe.	681	Sept. 2	Russell & Co.		
Charlie	4 k	Rouille	Fch. bqe.	296	Aug. 31	Carlowitz & Co.		
Chateaubriand	3 k	Leroy	Fch. bqe.	387	Aug. 29	Carlowitz & Co.	Newchwang	
China	4 c	Boysen	Ger. 3m. sc.	176	Aug. 26	Arnhold, Karberg & Co.	Newchwang	
Cingalee	3 k	Pringle	Brit. bqe.	336	Aug. 25	Jardine, Matheson & Co.	Newchwang	
Clydesdale	4 c	Hatfield	Brit. sh.	1823	June 28	Vogel & Co.	London	
Cora	3 c	Coombs	Amer. sh.	1431	Aug. 20	Arnhold, Karberg & Co.		
Esperance	3 k	Normand	Fch. bqe.	272	Sept. 4	Order		
Flechero	8 c	Corlyon	Brit. bqe.	730	Sept. 3	Wieler & Co.		
General Fairchild	3 c	Kelley	Amer. bqe.	1427	June 25	Russell & Co.	New York	
Hamburg	3 k	Kroge	Ger. bqe	349	Aug. 21	Eduard Schellhass & Co.	Newchwang	
Hannah W. Dudley	8 c	Dudley	Amer. bqe.	1098	Aug. 31	Adamson, Bell & Co.		
Hansa	3 k	Deneken	Ger. bqe.	499	Sept. 3	Wieler & Co.		
Hermine	4 k	Lonngren	Swed. bqe.	289	Aug. 18	Eduard Schellhass & Co.	Honolulu	
Johann Henrich	7 c	Westmann	Ger. 3m. sc.	411	Sept. 5	Jardine, Matheson & Co.		
John A. Briggs	7 c	Randall	Amer. sh.	2110	Aug. 24	Arnhold, Karberg & Co.		
John M. Clerk	8 c	Conant	Amer. bqe.	719	Aug. 8	Douglas Lapraik & Co.	Honolulu	
Kepler	7 c	Haronburg	Ger. bqe.	778	Aug. 11	Siemssen & Co.		
Kin Hay Tye	2 h	Reynols	Siam. bqe.	316	Sept. 7	Captain		
Livingstone	4 k	Steffen	Ger. bqe.	531	Aug. 21	Wieler & Co.	Newchwang	
Lucro	2 h	Klinck	Siam. bqe.	432	Aug. 29	Chinese		
Marie Louise	4 k	Erichsen	Ger. bqe.	442	Sept. 5	Wieler & Co.		
Meteor	5 k	Horstmann	Ger. bqe.	596	Aug. 26	Melchers & Co.	Newchwang	
Oregon	7 c	Pennell	Amer. sh.	1430	Aug. 30	P. & O. S. N. Co.		
Osaka	2 k	Lowe	Brit. bqe.	527	Aug. 10	Douglas Lapraik & Co.	Cape	
Prince Amadeo	7 c	Lioskill	Brit. sh.	1602	July 23	Russell & Co.	San Francisco	
Raphael	8 c	Sherman	Amer. sh.	1497	June 25	Vogel & Co.	New York	
Rosie Welt	4 k	Welt	Amer. sh.	1378	July 24	Russell & Co.	New York	
San Joaquin	1 k	Drinkwater	Amer. sh.	1637	Aug. 8	Arnhold, Karberg & Co.		
South America	7 c	Knowles	Amer. sh.	1762	July 28	Russell & Co.	San Francisco	
Spartan	8 h	Vincent	Amer. sch.	81	Aug. 27	W. H. Ray		
Sumatra	1 h	Tribe	Brit. bqe.	740	Sept. 6	Chinese		
Wega	7 c	Leopold	Ger. sh.	1115	Aug. 15	Melchers & Co.	Saigon	
WHAMPOA								
Emma		Michaelsen	Ger. 3m. sc.	231	Aug. 30	Eduard Schellhass & Co.	Tientsin	
Fangh-a-Balaugh		Rute	Ger. bqe.	240	Aug. 26	Carlowitz & Co.	Tientsin	
Laskar		Kaemena	Ger. bqe	700	Aug. 18	Siemssen & Co.	Honolulu	
CANTON								
Cassandra		Langer	Ger. str.	937	Sept. 1	Siemssen & Co.	Port Darwin	
China		Ackermann	Ger. str.	648	Sept. 7	Siemssen & Co.	Shanghai	
Paladin		Parkes	Brit. str.	899	Sept. 6	C. M. S. N. Co.		
Yangtsze		Schultze	Brit. str.	782	Sept. 6	Siemssen & Co.	Shanghai	
Yungching		Wallace	Chi. str.	761	Sept. 6	C. M. S. N. Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	*Anchorage.*	*Flag.*	*Class.*	*Tons.*	*Guns.*	*H. P.*	*Date of Arrival.*	*Commander.*
Freya	7 c	German	corvette	2000	8	2400	Aug. 21	Von Hippel
Iron Duke	A. D.	British	iron-clad	6043	14	800	Aug. 18	Henry F. Cleveland
Lai Yak	C. D.	Annam.	gunboat	.....	...	.....	June 21	Yuen Wun Tong
Mocanee	6 k	British	military hospital	2591	...	.....	.....	.....
Midge	K. D.	British	gunboat	465	4	120	.....	.....
Moorhen	7 h	British	gunboat	420	4	60	Aug. 9	Lieut.-com. W. Carey
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	20	.....	.....	Commodore Smith
Wivern	7 c	British	turret-ship	.....	4	350	June 2	John G. Jones

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	*Tons*	*Captain*	*Owners.*
Ichang	700	Ogston	Butterfield and Swire
Kin Shan	457	Hoyland	H., C. & M. S.-boat Co.
Kiu Kiang	617	Benning, T.	H., C. & M. S.-boat Co.
Kiang-ping	360	Dunn	C. M. S. S. Co.
Powan	1890	Cary	H., C. & M. S.-boat Co.
Sir J. Jeejeebhoy	184	.....	K. Acheong & Sons
Spark	140	Lefavour	H., C. & M. S.-boat Co.
Tung Ting	314	Degen	C. M. S. N. Co.
White Cloud	280	Benning, A.	H., C. & M. S.-boat Co.
Yotsai	160	Browne	K. Acheong & Sons

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	*Tons.*	*Guns.*	*H. P.*	*Commander.*
An-lan	221	7	70	J. Godsil
Chen-jui	80	3	20	A. Walker
Chen-to	221	7	70	Stewart
Ching-on	120	2	40	Chinese Admiral
Ching-po	180	6	60	A. Garceau
Chun-tung	160	2	40	Chun Ti Hu
Li-sho	80	4	20	Read
Peng-chou-hai	600	4	120	C. H. Palmer
Quang-on	120	4	40	Li Ping Tye
Shen-chi	180	5	60	J. H. Wade
Sui-taing	160	4	60	J. B. Murray
Tching-taing	180	6	60	Bessard
Taing-po	100	3	40	Ching

FOOCHOW SHIPPING IN PORT.

Aug. 28, 1880.

MERCHANT STEAMERS.

Ballona	for Colonies
Europe	for Shanghai
Norfolk	for New York

MERCHANT SAILING VESSELS.

Gustav & Marie	for Tientsin
Janet	for Colonies
Leander	for Melbourne

MEN-OF-WAR.

Sheldrake	H. M. gunboat

SHIPPING IN SHANGHAI HARBOUR.

Aug. 31, 1880.

MERCHANT STEAMERS.

Anadyr	French
Asia	British
Deucalion	for London, &c.
Fei Yuen	American
*Flintshire	British
Fuh-wo	British
Genkai Maru	Japanese
Grand Duc Constantine	Russian
Hae-san	Chinese
Hankow	British
Khiva	British
Kiang-ching	Chinese
Kiang-piau	Chinese
*Paladin	British
Paokong	British
*Rohilla	British
Sin Nanning	British
W. C. de Vries	British
Wha-on	British
*Yangtsze	British
Yoritomo Maru	Japanese
*Yung-ching	Chinese
Yungning	Chinese

SAILING VESSELS.

Adeone	for Kuchinotsu

* Since left port, or arrived at Hongkong.

MERCHANT SAILING VESSELS.

Ambassador	British ship
Ascalon	for London
Bellona	British barque
Benclutha	American barque
Brown Brothers	American ship
Cherley	British barque
Foochow	Siamese brig
Hedvig	British barque
Henrietta	American ship
India	for Victoria, V.I.
John R. Worcester	British ship
Jumna	British brig
Kimsoonhoat	Siamese brig
Kolga	British barque
Oscar Vidal	British barque
Parthia	British ship
Paul Jones	American ship

MEN-OF-WAR.

Cyclop	German gunboat
Encounter	H. M. corvette
Gornostay	Russian gunboat
Mosquito	H. M. gunboat

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